

seat are positioned offset relative to each other along a longitudinal axis of the passenger seat arrangement.

[0010] The supporting surfaces of the first and the second seat, when arranged in their upright seating positions, may face in the same direction. Alternatively, the supporting surfaces of the first and the second seat, when arranged in their upright seating positions, may face in opposite directions. As still a further alternative, the supporting surfaces of the first and the second seat, when arranged in their upright seating positions, may extend at an angle of approximately 90° relative to each other.

[0011] The passenger seat arrangement may further comprise at least a third seat arranged at the second elevated level opposed to the second seat. This arrangement has the advantage that a single stair or ladder may be used to provide access to both, the second and the third seat. The third seat preferably also comprises a supporting surface for supporting a passenger which is movable between an upright seating position and reclined lying position. Furthermore, the third seat might be constructed in such a manner that a movement of its supporting surface from the upright seating position into the reclined lying position results in an increase of the distance between the supporting surface of the first seat at the first lower level and the supporting surface of the third seat.

[0012] The passenger seat arrangement may comprise two first seats arranged in a row side by side. Additionally or alternatively the passenger seat arrangement may comprise two second seats arranged in a row side by side. Finally, it is also conceivable that the passenger seat arrangement comprises two third seats arranged in a row side by side. In an arrangement comprising two first seats arranged in a row side by side and two second seats arranged in a row side by side, comfortable access to all seats of the arrangements is guaranteed, at least when the passenger seat arrangement is mounted in the passenger cabin of a vehicle in such a manner that access is provided to both first and second arranged in a row side by side, e.g. via two aisles extending along both sides of the passenger seat arrangement. Also, when the arrangement further comprises two third seats arranged in a row side by side, comfortable and unhindered access to all seats is still possible.

[0013] Basically, the first seat and/or the second may be arranged in such a manner, that a longitudinal axis thereof extends substantially parallel to a longitudinal axis of the passenger seat arrangement. Preferably, however, the first seat is arranged in such a manner that a longitudinal axis thereof, in a direction of view of a passenger occupying the first seat, defines an acute angle with the longitudinal axis of the passenger seat arrangement. When the seat arrangement is mounted in the passenger cabin of a vehicle, the first seat then may be arranged in such a manner that a feet supporting portion of the supporting surface of the first seat is disposed at a greater distance from an aisle providing access to the first seat than a backrest portion of the supporting surface of the seat. The space between the feet supporting portion of the supporting surface of the first seat and the aisle then may be used for arranging the stair or ladder providing access to the second seat at the second elevated level in a particularly space saving manner.

[0014] Alternatively or additionally thereto, the second seat may be arranged in such a manner that a longitudinal axis thereof, in a direction opposite to a direction of view of a passenger occupying the seat, defines an acute angle with the longitudinal axis of the passenger seat arrangement. When

the seat arrangement is mounted in the passenger cabin of a vehicle, the second seat then may be arranged in such a manner that a backrest portion of the supporting surface of the second seat is disposed at a greater distance from an aisle providing access to the second seat than a feet supporting portion of the seat. Such an arrangement of the second seat makes optimal use of the available space in the passenger cabin of a vehicle when the first seat is arranged in such a manner that a longitudinal axis thereof, in a direction of view of a passenger occupying the first seat, defines an acute angle with the longitudinal axis of the passenger seat arrangement.

[0015] When the seat arrangement comprises two first seats, the two first seats might be arranged in a row side by side at the same position along the longitudinal axis of the seat arrangement and with their longitudinal axes extending substantially parallel to the longitudinal axis of the seat arrangement. However, two first seats arranged in a row side by side preferably are arranged in such a manner that their longitudinal axes, in a direction of view of passengers occupying the first seats, define an acute angle with the longitudinal axis of the passenger seat arrangement in order to allow the stair or ladder providing access to the second seat at the second elevated level to be arranged in a particularly space saving manner. In particular, when the longitudinal axes of the seats are inclined relative to the longitudinal axis of the passenger seat arrangement, a particular space saving positioning of the stair or ladder providing access to the second seat at the second elevated level is possible if the two first seats arranged in a row side by side are positioned offset relative to each other along the longitudinal axis of the passenger seat arrangement. Similarly, also two second seats arranged in a row side by side may be positioned offset relative to each other along the longitudinal axis of the passenger seat arrangement.

[0016] The passenger seat arrangement may further comprise at least one fourth seat arranged at the first lower level in front of the first seat. Like the first seat, the fourth seat may also comprise a supporting surface for supporting a passenger that is movable between an upright seating position and a reclined lying position. Preferably the fourth seat is constructed in such a manner that a movement of its supporting surface from the upright seating position into the reclined lying position results in the supporting surface of the fourth seat being arranged at a different level than the supporting surface of the first seat in its reclined lying position. For example, the fourth seat may be constructed in such a manner that its supporting surface, in its reclined lying position is arranged at a higher level than the supporting surface of the first seat in its reclined lying position, in order to allow a feet supporting portion of the supporting surface of the first seat to be arranged below a backrest portion of the supporting surface of the fourth seat. As a result, a distance between the first and the fourth seat along the longitudinal axis of the passenger seat arrangement may be reduced without affecting the comfort of the passengers occupying the first and the fourth seat.

[0017] A passenger cabin region comprises the above described passenger seat arrangements. The passenger cabin region may further comprise a first aisle and a second aisle extending substantially parallel to the first aisle. The passenger seat arrangement may be arranged between the first and the second aisle. The first and the second aisle then provide comfortable access to the seats of the passenger seat arrangement, in particular when the passenger seat arrangement com-